

SOUTH FORK DAM IN SOLID BEDROCK

Ogden People Invited to Visit the Dam Site Between Now and Next Wednesday Without Fail — People Have No Idea of the Great Work Ogden City Is Interested in — Project Will Double Population of Ogden

William Glasmann was down from the dam this afternoon and he states that by Saturday or Sunday the bedrock will be ready for inspection clear across the trench, and that between now and the 15th or 16th of this month, or the middle of next week, will be the time for the people to go up to inspect the trench in the South Fork canyon.

He reports everything going along nicely. On Friday the water will be turned through the tunnel for the first time in order to permit work to be done under the present river bed. Perhaps at no time again, after the next few days, will the entire core wall trench be free from water at one time. The city commissioners probably will visit the dam two or three times before the middle of next week. Mayor Fell says the businessmen generally should make it their business to take a look at the big trench.

Those who have not been to South Fork to inspect the dam site have no idea of the work that has been done in exposing bedrock. The big trench must be seen in order to appreciate the great work that has been done. The dam, when it reaches 200 feet high, will have cost over a million dollars and the Ogden taxpayers and the businessmen generally should make a special trip between now and next Wednesday and see bedrock for themselves across the South Fork canyon. Sunday will be a good day to visit the dam. The roads are good. It takes about one hour to go up and another hour to come back.

MIKE KELLY IS SENTENCED TO JAIL

Mike Kelly, the shoeing peddler who amused the spectators in police court yesterday when he was tried on the charge of drunkenness, gave a return appearance this morning but was not released. He received a sentence of five days or \$5 after pleading guilty to drunkenness.

The case of Ernest Edwards, charged with petit larceny, was continued until further investigation. Edwards was arrested after Otto Pruitt, an Idaho farmer, who is almost blind, had exhibited his watch to a crowd and had it taken by one of the party. A friend found the watch in Edwards' pocket, according to testimony. Edwards claimed he had purchased the watch for a dollar.

Judge W. H. Reeder took the case of Jack Smith and Charles Welsh, two local boys, who were charged with disturbing the peace. According to the testimony, they had entered the Senate cafe to buy beer and had engaged in a quarrel with the proprietor. According to the boys, they made no noise until the Chinese waiter had struck at them with an awning crank.

The case of V. Lobello, charged with disturbing the peace by Paul Streve, was continued until September 16.

WORLD'S MARKETS

WALL STREET.

New York, Sept. 10.—Unconfirmed reports that Union Pacific would distribute a cash bonus to stockholders from the proceeds of the sale of its Southern Pacific holdings caused an upward rush in that stock which affected the whole market, which was more animated than at any session for some time past. Dealings in the first hour increased nearly 300 per cent over yesterday.

Bears who had been raiding the list on the strength of extensive damage to crops from drought were forced to turn about abruptly and cover on a rapidly rising market. Passage of the tariff bill by the senate and publication of the crop report late yesterday removed the restraint which had been imposed by these two stock factors.

Lower quotations in the commodity markets was reflected automatically in high prices for the grain carriers. Increasing needs in call money rates helped to create bullish sentiment. Gains established in the first hour were well held through the morning session, although there was less activity after the climax of the upturn had been reached.

Bonds were firm.

Trading in the leading stocks was active at the opening today. The strength of Union Pacific was the outstanding feature. Opening with a block of 2000 shares at a gain of a point, the price was marked up to 153 3/4 on large transactions, until it stood nearly two points above yesterday's close. Canadian Pacific and People's Gas advanced a point each. Buoyancy of Union Pacific dissipated the opening hesitation and the whole market became strong. Shorts hastened to retire their contracts in Union Pacific and there were also aggressive operations on the long side which rushed up the price nearly 4 points to 154 5/8. Steel, Reading, Northern Pacific and Lehigh rose a point and other influential stocks a considerable fraction.

Union Pacific preferred made a belated response to the jump in the common stock, rising 4 1/4 to 86. More stiffness was shown by the well known shares but the chief interest for the movement seemed to lie in the low priced industrials.

The market closed strong. Optimistic review of conditions by trade authorities and the moderate contraction in unfilled orders shown by the United States steel statement created interest in the independent steel stocks which rose smartly.

Brisk buying set in for some of the laggards in the railroad list, especially Southern Pacific, which rose to above 92. Union Pacific also went a point higher, reaching 155.

Chicago Livestock.
Chicago, Sept. 10.—Hogs—Receipts, 26,000; market mostly 5 cents higher. Bulk, \$8.15@8.95; lights, \$8.80@9.65; mixed, \$7.90@8.60; heavy, \$7.75@8.15; rough, \$7.75@8.00; pigs, \$4.50@8.90.
Cattle—Receipts, 16,000; market steady to 10c higher. Bees, \$6.75@9.20; Texas steers, \$6.75@7.80; western, \$6.00@7.90; stockers and feeders, \$5.40@7.90; cows and heifers, \$3.60@8.45; calves, \$8.75@12.00.
Sheep—Receipts, 40,000; market slow. Native, \$3.40@4.85; western, \$3.65@4.55; yearlings, \$4.85@5.70; lambs, native, \$5.25@7.40; western, \$5.75@7.50.

Omaha Livestock.
Omaha, Sept. 10.—Cattle—Receipts, 2,500; market higher. Native steers, \$7.25@9.00; cows and heifers, \$5.75@7.50; western steers, \$6.00@7.50; Texas steers, \$5.50@7.25; cows and heifers, \$5.20@6.55; calves, \$6.50@9.50.
Hogs—Receipts, 8,500; market steady. Heavy, \$7.75@8.10; light, \$8.10@8.65; pigs, \$7.00@8.00; bulk, \$8.00@8.10.
Sheep—Receipts, 28,000; market steady. Yearlings, \$5.25@5.75; wethers, \$4.00@4.40; lambs, \$6.80@7.40.

Chicago Grain.
Chicago, Sept. 10.—Wheat weakened today under general commission selling due largely to the government estimate of a record yield. The improved outlook for fall plowing counted also against the bulls. Rains north-west, however, and a decrease of receipts from the spring crop region served to check the downturn. The opening was 1 1/2 to 1 3/4 lower and a slight further decline ensued.

Profit taking by holders carried down corn, but the market received good support on resting orders and made a rapid recovery. Prices at the outset were 1 1/4 to 3 1/4 @ 7 1/2 c off. On the subsequent rally this loss was in some cases nearly overcome. Unloading on the part of a prominent speculator depressed oats. Free buying for cash houses failed to make any impression. Packers sales of lard acted as a weight on the provision market. First transactions showed 2 1/2 to 10c set back and there was but slight tendency toward a reaction.

Wheat: An additional drop followed because of selling due to fear of low wheat from Canada, but speculative buying on the break brought about a sharp upturn. The close was steady at last night's level to 1 1/4 higher.

Corn: Renewed weakness took prices lower than before. There were reports of general rains reviving pasture but shorts covering led to an other rally. The close was stronger, prices varying from 1 1/2 to 1 3/4 c above last night.

Wheat—No. 2 red, 93@94c; No. 2 red, 91@93c; No. 2 hard, 88 1/2@89 1/2c; No. 3 hard, 87 1/2@88 3/4c; No. 2 northern, 91@92 1/2c; No. 3 northern, 89@91c; No. 2 spring, 89 1/2@91c; No. 3 spring, 88@89 1/2c; velvet chaff, 87@91 1/2c; durum, 87c.

Corn—No. 2, 76 1/2@77c; No. 2 white, 77@77 1/2c; No. 2 yellow, 76 3/4@77 1/2c; No. 3, 76 1/4@77c; No. 3 white, 76 3/4@77 1/4c; No. 3 yellow, 76 1/2@77 1/4c.

Oats—No. 2 white, 44 1/4@44 1/2c; No. 3 white, 42 3/4@43 1/2c; standard, 43 3/4@44c.

Rye—No. 2, 68@69 1/2c.
Barley—60@61c.
Timothy—\$4.50@5.35.
Clover—\$9.00@11.25.
Pork—\$23.00.
Lard—\$11.22 1/2@11.25.
Ribs—\$10.75@11.75.

Metals.
New York, Sept. 10.—Copper—Firm. Standard, spot to November, \$15.45@16.37 1/2; electrolytic, \$16.75@16.87 1/2; lake, \$16.87@17.00; castings, \$16.50@16.62 1/2.
Tin—Easy. Spot and September, \$42.25@42.50; October, \$42.00@42.20; November, \$42.00@42.15.
Antimony—Dull. Cookson's \$8.40@8.50.
Iron—Firm and unchanged.

Money.
New York, Sept. 10.—Money on call, 2 1/4@3 per cent; ruling rate, 2 3/4 per cent, closing bid, 2 3/4@3 per cent.
Time loans strong; 60 days, 4@4 1/4 per cent; 90 days, 4 1/4@4 3/4 per cent; 6 months, 5@5 1/4 per cent.
Prime mercantile paper, 5 3/4@6 per cent; sterling exchange steady, \$4.82 1/2 for 60-day bills, \$4.85 1/2 for demand; commercial bills, \$4.82 1/2; bar silver, 59 3/4c; Mexican dollars, 45c; government bonds, irregular; railroad bonds, irregular.

Sugar.
New York, Sept. 10.—Sugar—Raw—Steady. Muscovado, \$3.26@3.30; centrifugal, \$3.76@3.80; molasses, \$3.01@3.05; refined, steady.

New York Stock List.
(Last Sale)
Amalgamated Copper ... 75 1/8
American Beet Sugar ... 28
American Cotton Oil ... 44 1/2
Amer. Smelt. & Refining ... 68 1/2
American Sugar Refining ... 111
American Tel. & Tel. ... 131 1/4
Anaconda Mining Co. ... 38 3/4
Atchafalaya ... 96
Atlantic Coast Line ... 121 1/4
Baltimore & Ohio ... 96 1/2
Brooklyn Rapid Transit ... 88 3/4
Canadian Pacific ... 222 1/4
Chesapeake & Ohio ... 58 1/4
Chicago & Northwestern ... 128
Chicago, Mil. & St. Paul ... 106 1/4

MONEY IN WHEAT
\$10.00 buys puts or calls on 10,000 bushels of wheat. No further risk. A movement of 5c from price gives you chance to take \$500.00; 4c \$400.00; 3c \$300.00. Write for particulars. The Central Stock & Grain Co., Park Bldg., Cleveland, O.

MANY WEDDINGS THIS FALL IN HIGH PLACES; CUPID IS WORKING OVERTIME IN ROYAL HOUSEHOLDS AND IN OUR OWN WHITE HOUSE



Top, left to right: Miss Jessie Wilson, the Grand Duchess Olga and the Grand Duchess Tatiana of Russia. Bottom, Princess Augusta Victoria of Hohenzollern (left) and the Duchess of Fife.

Cupid has been very busy with the hearts of royalty this fall. Some of the royal weddings scheduled for the near future are the Duchess of Fife and Prince Arthur of Connaught; Grand Duchess Olga of Russia and Prince Alexander of Serbia; Grand Duchess Tatiana of Russia and Prince Charles of Roumania. The marriage of Princess Augusta Victoria of Hohenzollern and ex-King Manuel occurred a few days ago. In our own country, Miss Jessie Wilson is preparing for her marriage to Francis Bowes Sayre in November.

BOSTON AND GLASGOW

CAR SERVICE COMPARED.
M. C. Brush, in August Era, quotes President Lowell of Harvard in comparison of the privately owned Boston and the municipally owned Glasgow railway systems, as showing the varying nature of the problems that confront each and the impossibility of letting one up as a standard for the other. President Lowell says: "The Glasgow Corporation has 187 miles of single track, the Boston Elevated company 47, of which more than twenty miles are in the subway, or an elevated structure at a far greater cost to the company and giving much more rapid service in the crowded parts of the city. Glasgow owns 783 cars, against 337 in Boston, and the number of car miles is 18,880,000 against 50,000,000. Clearly the accommodation offered to the public is very much less in Glasgow, and this is the more evident when the actual number of people traveling is taken into consideration. "It is, in fact, not very different in the two cases—the total number of passengers carried in Glasgow having been 208,000,000, in Boston 262,000,000, so that the passengers per car mile were 11.92 in Glasgow and 2.24 in Boston. In other words, either the people in Glasgow travel more crowded or the traveled shorter distances. This last is certainly the fact, and this has a bearing on the question of fares. "The rates of fare are not easy to compare, because Boston has a uniform five-cent fare, with transfers for distances running up in some cases to more than a dozen miles, while Glasgow charges as little as half a penny for half a mile, and for longer routes at the rate of about a penny for every two and a quarter miles. The result is that Glasgow charges much less for short distances and it is for this that her trains are chiefly used, 80 per cent of the passengers paying not over a penny, and therefore, traveling not more than two and a quarter miles; 90 per cent paying not more than a penny and a half and traveling not more than three miles and a half. In fact, the average fare paid per passenger is 94 of a penny. Boston, on the other hand, charges less for very long distances. The wages paid in Glasgow are almost exactly half of those paid in Boston."

DEATHS AND FUNERALS

EDWARDS—Mrs. Hattie Edwards, the wife of Richard Edwards, died at the family residence, 187 Spencer avenue, at 3 o'clock yesterday afternoon. Mrs. Edwards was 37 years old and had been a resident of Ogden for 15 years. The funeral will be held tomorrow at 3 p. m. in the Kirkendall chapel. Interment will be in Ogden City cemetery.

COLLINS—Oscar C. Collins died at 1:30 a. m. September 10, at the home of his mother, Mrs. Harriet Collins, 147 Twenty-seventh street. He was born in London, England, September 25, 1866. He leaves a widowed mother, Mrs. Harriet Collins, a sister, Mrs. S. P. Miller, two brothers, Mr. Richard J. and Amos E. Collins, all of Ogden, and another brother, Henry W. Collins of San Francisco. The funeral will be held at the Second ward chapel Friday, September 12. The remains can be viewed at Lindquist's parlors, Thursday from 2 p. m. until 6 p. m., and at the home, 147 Twenty-seventh street, from 10 a. m. until 1 p. m. Friday.

PIXLEY—Myron Pixley, a former resident of Nevada, who moved to Ogden three years ago, died in Livermore, California, a week ago.

A NEW DANCE HALL AT FIVE POINTS

Several members of the A. F. of M. Band, whose dancing parties at Sylvan park were so well attended this season, have secured a lease on the elegant new dance hall at Five Points. The new hall is now on the second floor of the Southwell Bldg. and is of the finest maple and has been perfectly surfaced with the big electric planer. The hall has been nicely decorated and the dressing rooms are all new and modern. A good orchestra will play all the latest popular music. Courteous and competent floor managers will assure all the patrons a pleasant evening. The regular dances will be on Wednesday and Saturdays commencing Saturday, September 13. Admission—Cars after dance. Opening dance Saturday night—Adv.

Knocking, as a profession, is badly overcrowded.

SMUGGLING DOGS INTO ENGLAND

Smuggling dogs into England from abroad is now quite a recognized industry and well organized (remarked a customs officer at Dover the other day to P. Doubeyou). There are men at Calais, Dieppe and other Continental ports, who will guarantee to get any dog across the channel, and deliver him to any place in England that may be agreed upon. Their charges range high, from \$20 to \$50, according to the size and breed of the animal, but wealthy dog lovers do not mind paying generously in order to spare their pets the ignominy of having to undergo three months quarantine and themselves the discomfort of being separated from them during all that long period.

Of course, there are also people who try to smuggle their dogs across on their own. They are usually women, and I may say that they very rarely succeed.

The big bag muffs now so popular are the usual receptacles for small toy dogs. Only the other day I had my suspicions aroused by the exceedingly careful way a well-dressed lady passenger was carrying one of these down the gangway from one of the channel mail steamers. The muffs fairly burst as I expected, a yelp was emitted from inside. The lady dog smuggler had to pay about \$25 fine and costs, and her pet went into quarantine after all.

Toy bulls are the easiest dogs to smuggle because they never bark. We once found one of this particular breed at the bottom of a big Saratoga trunk, beneath a pile of costly dresses. It had evidently suffered considerably from its prolonged confinement. In fact, it was half starved, yet it never uttered a sound.

On another occasion the lid of a cardboard box which was supposed to contain assorted French chocolates, started bulging upward in a strange manner. On taking it off there emerged to view one of the smallest black pomeranians I ever saw. It weighed only three pounds, and was valued by its owner at 500 guineas.

Actors and actresses are among the most persistent sinners in the matter of dog smuggling. They run over to Paris or Vienna, or wherever it may be, in order to fulfill a professional engagement, and thoughtlessly take their pets with them, ignoring or forgetting the regulations as to quarantine on readmission to the United Kingdom.

Wealthy society women, too, not infrequently suffer from similar lapses of memory. It is people of this type who patronize the professional dog smugglers alluded to above. Many of them don't mind what they pay—Pearson's Weekly.

APPEARANCE OF THE FUTURE MAN.

In spite of the skepticism of the age, the days of prophecy are by no means over, and every now and then some scientific or medical prophet rises up to utter predictions concerning the future—most of which predictions, it is devoutly to be hoped, will never be fulfilled.

Curiously enough, most modern prophets are unanimous in believing that the men and women of the future will be very ugly to look upon, and will lose many of the redeeming features which now make them passably handsome.

According to Professor Kromeyer, a German, for instance, 3000 years hence all males of the human species will be completely baldheaded. It is reassuring to know, however, that women will retain their beautiful tresses.

According to Dr. Clement Lucas we are likely to become a one-toed race. In an address which he gave on one

REBUILDING BERLIN'S RAILWAY STATION

This station, which is situated in the very heart of Berlin and is the center of a vast amount of continuous traffic, both of a local and through character, has suffered, since its construction more than thirty years ago, from two more evils. In the first place, it is curved in form, owing to the fact that a portion of the neighboring ground had to be set aside for the construction of a medical school for the training of military surgeons. Secondly, the amount of traffic increased so rapidly that the cloak-rooms and luggage-offices, as well as the platforms themselves, soon proved far too small. But it was not until the neighboring military medical school was removed elsewhere, that a reconstruction of the station could be thought of. At the same time, a new communication is to be made with the underground railway which is being constructed by the municipality right across Berlin from north to south. Now that several building sites, in the immediate neighborhood have been acquired, the station can be made twenty-one meters broader, and the whole building constructed in one straight line. Naturally, in this case as in all other similar instances, the chief difficulty lies in the fact that the entire work of demolition and reconstruction must take place without in any way interfering with the existing traffic. This is only to be achieved by proceeding with the work one piece at a time and by adopting reinforced concrete as the most rapid material for dealing with a structure of this kind. It is intended to replace the one great transept by three smaller ones, which will be constructed one at a time. It is estimated that the expenditure entailed by this reconstruction will amount to about twelve million marks, and that the entire work will extend over a number

DARING, EXPERT, RESOURCEFUL, IS THIS BIRDMAN, WHO WORKS FOR UNCLE SAM

Lieut. Thomas D. Milling. The story of the Hindu prince and the critic is suggestive. Edmond Gosse tells it. She had reached England, determined to make her way in literature. In the course of many poetic effusions flowed from her pen. Chance finally brought an acquaintance with Mr. Gosse. It proved easy to induce the lady to submit her writings to his criticism. And his word went for history. To the reader it seems inconceivable that a woman born in India should not have given utterance to some genuinely native message, dashed with flavor from life, sentiment and thought of her people, and shot through and through with glimpses of their wonderful environment, and not a less wonderful history.

her that she must burn everything and start afresh. Thus it came about, that, doing as she was bidden, princess turned away from English models, dipped into herself and came a true poet.

The trouble with the Hindu lady is the trouble with most of us. It is our world of action and thought, ready made, and we hasten to put on. In conduct it is too often "proper" thing, not the right or useful thing, we pursue; hence our manner of etiquette, our visiting cards, the corners deftly turned up, our tires appropriately labeled with terms of our daily life must be "correct" and our opinions, how they acquired? Most of them born with us, percolate in from family circle, or are dictated to by the social environment. We are adept in the glib repetition of what we do not really believe in the careless indorsement of views and theories we have never examined. We would become of our creeds if we had thought out a creed for himself or of our parties if every member of them had forged the chains of allegiance for himself?

The secret of all this cant of conduct and cant of thinking is intellectual sloth. Born to be the way of life, and something of its sea, are far too content to be tossed and fro to spray on the crest or foam in the hollow. Social complacencies there are from which we cannot and ought not to escape. But we are to be persons in a world where the highest human value is that personality, we must cease to be everybody and become ourselves. We are to be captains of our fates and masters of our souls we must learn the lesson which Edmund Gosse taught to the Hindu princess—Boston Herald.

Lieut. Thomas D. Milling is one of the army's most promising air navigators. He hails from Louisiana. Though now one of the most daring, expert and resourceful of birdmen, in his early boyhood he was noted for his timidity. Recently he has been granted permission to study aviation in the French military schools, at the solicitation of the United States government. He leaves for France this month, and will pilot the American machine in the forthcoming race for the Gordon Bennett cup.

Here is a new and striking photograph of Princess Elizabeth of Romania, the eldest daughter of the Crown Prince and Princess. The royal heiress is seen here in peasant costume, photographed in the forest at Sinai.

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